

## State Route 32 at Kennedy Avenue



### Draft Initial Study

03-BUT-32 KP 9.11/10.03

(PM 5.66/6.23)

EA 4A4400

**AUGUST 2003**





## **General Information About This Document**

### ***What's in this document?***

This document is an Initial Study, which examines the potential environmental impacts of alternatives for the proposed project located in Butte County, California. The document describes why the project is being proposed, alternative methods for constructing the project, the existing environment that could be affected by the project, and potential impacts from each of the alternatives.

### ***What should you do?***

- Please read this Initial Study.
- We welcome your comments. If you have any concerns regarding the proposed project, please send your written comments via regular mail to:

**California Department of Transportation**

**CHER DANIELS, Chief**

**Office of Environmental Management-S1**

**2389 Gateway Oaks Drive**

**Sacramento, CA 95833**

**ATTN: Brenda Powell-Jones**

- Submit comments via email to **Brenda\_Powell-Jones@dot.ca.gov**.
- Submit comments by the deadline: **August 31, 2003**.

### ***What happens after this?***

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project were given environmental approval and funding were appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Cher Daniels, Environmental Management-S1, Attn: Brenda Powell-Jones, 2389 Gateway Oaks Drive, Sacramento, CA 95833; (916) 274-0577 Voice, or use the California Relay Service TTY number, (530) 741-4509.



03-BUT-32-KP 9.11/10.03  
(PM 5.66/6.23)  
EA 03-4A4400

State Route 32 at Kennedy Avenue

## **DRAFT INITIAL STUDY**

Submitted Pursuant to: Division 13, Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

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Date of Approval

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Jonathan Oldham, Acting Chief  
North Region Environmental Services  
California Department of Transportation

## Negative Declaration

Pursuant to: Division 13, Public Resources Code

### ***Project Description***

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to construct a 3.6-meter (m) (12 ft) two-way left turn lane (TWLTL) and 2.4-m (8 ft) shoulders on State Route (SR) 32 in Butte County from just west of East Avenue through Kennedy Avenue to match an existing TWLTL west of Kennedy Avenue. The project will also realign the southern leg of Kennedy Avenue to a 90 degree intersection.

### ***Determination***

Caltrans has prepared an Initial Study, and determines from this study that the proposed project would not have a significant affect on the environment for the following reasons:

The project will not impact Federal Emergency Management Agency (FEMA) designated floodplains, recreational areas, sensitive plant/animal species, wildlife or mineral resources. No change will occur in local and regional air quality, traffic, population, or planned use. Seismic and soil related hazards will not increase. There are no designated historic properties or other cultural resources within the project limits.

Potential impacts to hazardous material and water quality will be less than significant. Impacts to visual resources, noise and community resources will be less than significant. Avoidance and Minimization Measures, Best Management Practices (BMPs) and Special Provisions will be implemented to avoid and reduce impacts.

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Jonathan Oldham, Acting Chief  
North Region Environmental Services  
California Department of Transportation

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Date

## Summary

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to construct a 3.6-meter (m) (12 ft) two-way left turn lane (TWLTL) and 2.4-m (8 ft) shoulders on State Route (SR) 32 in Butte County from just west of East Avenue through Kennedy Avenue to match an existing TWLTL west of Kennedy Avenue. The project will also realign the southern leg of Kennedy Avenue to a 90 degree intersection. The purpose of this project is to improve traffic safety.

This project has five alternatives. Alternative 1, as described above, is the preferred alternative. Alternative 1a proposes to realign Kennedy Avenue just west of the Alternative 1 alignment. This alternative would require additional construction and right of way costs and was therefore rejected. Alternative 2 proposes to widen SR 32 to the north of SR 32 and to leave Kennedy Avenue in its current skewed configuration. This alternative would impact a number of businesses along westbound SR 32 and the potential right-of-way costs would be significantly higher. This alternative was rejected as it would not address the skew at Kennedy Avenue and the additional right-of-way costs. Alternative 3 includes construction of curb, gutter, and sidewalk on both sides of SR 32 which would increase project costs and disqualify the project as a safety project. For this reason, Alternative 3 was rejected. Alternative 4 is the “No-Build” alternative and does not meet the purpose and need of the project and was therefore also rejected. The project development team determined that Alternative 1 provided the greatest benefit for improving the safety of the area with the least amount of impacts to businesses and residences.

This project has the potential to impact hazardous material and water quality. The project will also impact visual resources, noise and community resources. The impacts to these resources are less than significant. Caltrans Best Management Practices and Standard Provisions will be implemented to avoid and reduce any possible impacts.

This project will require a National Pollutant Discharge Elimination System (NPDES) General Permit. New Right of Way will be acquired and Temporary Construction Easements will be needed to construct this project. This project is State and federally funded.

The draft Initial Study will be made available to the public and state agencies for review and comments for 30 days. At the completion of the circulation period, comments will be responded to in Chapter 3, “Public Review and Comments.” If any revisions are made to the Initial Study, a line will show in the right margin of the page. New text will be underlined and deleted text will be shown with a strikethrough.

On the basis of this Initial Study, the appropriate environmental document for this project is a *Negative Declaration* pursuant to the California Environmental Quality Act (CEQA). A *Categorical Exclusion* will be prepared pursuant to the National Environmental Policy Act (NEPA). The project will not have a significant affect on the environment.



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# **Chapter 1**      Proposed Project

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## **1.1 Project Description**

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to construct a 3.6-meter (m) (12 ft) two-way left turn lane (TWLTL) and 2.4-m (8 ft) shoulders on State Route (SR) 32 in Butte County from just west of East Avenue through Kennedy Avenue to match an existing TWLTL west of Kennedy Avenue (See figures 1 & 2 and Appendix C for project mapping). The project will also realign the southern leg of Kennedy Avenue to a “T” intersection at or near 90 degrees. Kennedy Avenue currently bisects SR 32 at a severe skew of approximately 29 degrees. It is planned for the northern leg of Kennedy Avenue to be closed off with a cul-de-sac by Butte County prior to construction of this project. This project will be funded from the Minor SHOPP (State Highway Operation and Protection Program) under the Safety Improvements (010) program. Construction is currently planned for 2005 and will be completed within 2-3 months.

SR 32 through the project area is a two-lane conventional highway with shoulders of varying width. The posted speed limit is approximately 72 kilometers per hour (45 miles per hour). The terrain through the project area is flat and the roadway is tangent through the project area. Businesses and residences are adjacent to SR 32.

The State will need to acquire and remove one private property within the project area to allow for the realignment of Kennedy Avenue. Driveways along Kennedy Avenue will be reconstructed to connect to the new highway section. Pacific Gas and Electric will be required to relocate a number of utility poles and a gas line.

## **1.2 Purpose and Need**

This project was identified through a Traffic Safety Investigation and programmed as a 010 project through Highway Safety Improvement Program (HSIP) guidelines. A minimum Traffic Safety Index (TSI) of 200 is required to fund a project through the HSIP. The ultimate goal of the HSIP is to reduce the number and severity of accidents on State highways by implementing safety improvements to existing roadways. This project has a calculated safety index of over 200, which qualifies it as a safety project under the HSIP Guidelines.

There have been a number of collisions throughout the project area, which are susceptible to correction by the addition of a two-way left two lane (TWLTL) and 2.4-m (8 ft) shoulders. The majority of these collisions have involved drivers attempting to either turn into or turn out of Kennedy Avenue and the private and/or commercial driveways along SR 32. Two types of collision patterns have been observed. The first are rear-end collisions along SR 32 and the second are broadside collisions where drivers are attempting to turn onto SR 32 from driveways and side streets.

Providing a TWLTL should reduce the number of collisions as drivers will have a dedicated lane to make their turning movements from SR 32 while the remainder of the SR 32 through traffic continues unimpeded. Widening the shoulders to 2.4-m (8 ft) will provide drivers with additional paved roadway surface to conduct avoidance maneuvers and will also provide sufficient width for most drivers to pull completely off the traveled way.

## **1.3 Project Alternatives**

### ***Proposed Project-Alternative 1***

The proposed project will construct a 3.6-m (12 ft) TWLTL, widen the shoulders to 2.4-m (8 ft), and realign Kennedy Avenue. Widening will be done about the existing centerline. The southern leg of Kennedy Avenue will be realigned to a “T” intersection at or near 90 degrees, to remove the current skewed access to SR 32. Utilities will need to be relocated and easements will be required for the utility relocations and to reconfigure driveways. One residence within the project area will need to be removed. There is the possibility that Butte County will underground all utilities between East Avenue and Kennedy Avenue, as part of a local Underground District. This is the preferred alternative.

### **1.3.1 Alternatives Considered But Withdrawn**

#### ***Alternative 1a***

This alternative proposed realigning Kennedy Avenue just west of the Alternative 1 alignment which would require the acquisition of part of a business property. This alternative would entail additional construction to potentially realign the southwest bound Kennedy Avenue traffic, which would be cut off from more direct access to SR 32. This coupled with additional right-of-way costs led to rejection of this alternative.

### Alternative 2

Widening will be done about the centerline, except through the Kennedy intersection, where all widening will be shifted to the north of SR 32. Kennedy Avenue would be left in its current skewed configuration, which would require a Mandatory Design Exception. This alternative would impact a number of businesses along westbound SR 32 and the potential right-of-way costs would be significantly higher. This alternative was rejected as it would not address the skew at Kennedy Avenue and the additional right-of-way costs.

### Alternative 3

This alternative included construction of curb, gutter, and sidewalk on both sides of SR 32. The installation of curb, gutter and sidewalk would require either the construction of a storm drain system or the installation of individual leach trench systems.

Both the storm drain system and installation of individual leach trench systems would have involved considerable easement, long-term maintenance, and construction costs. The scope of this project is limited to addressing safety concerns. Both of these options would increase project cost and therefore not meet the required safety index, and consequently disqualify the project as a safety project. The project would then have to go into competition for funds as an operational project and at the minimum, this would delay project delivery. For this reason, this alternative was rejected.

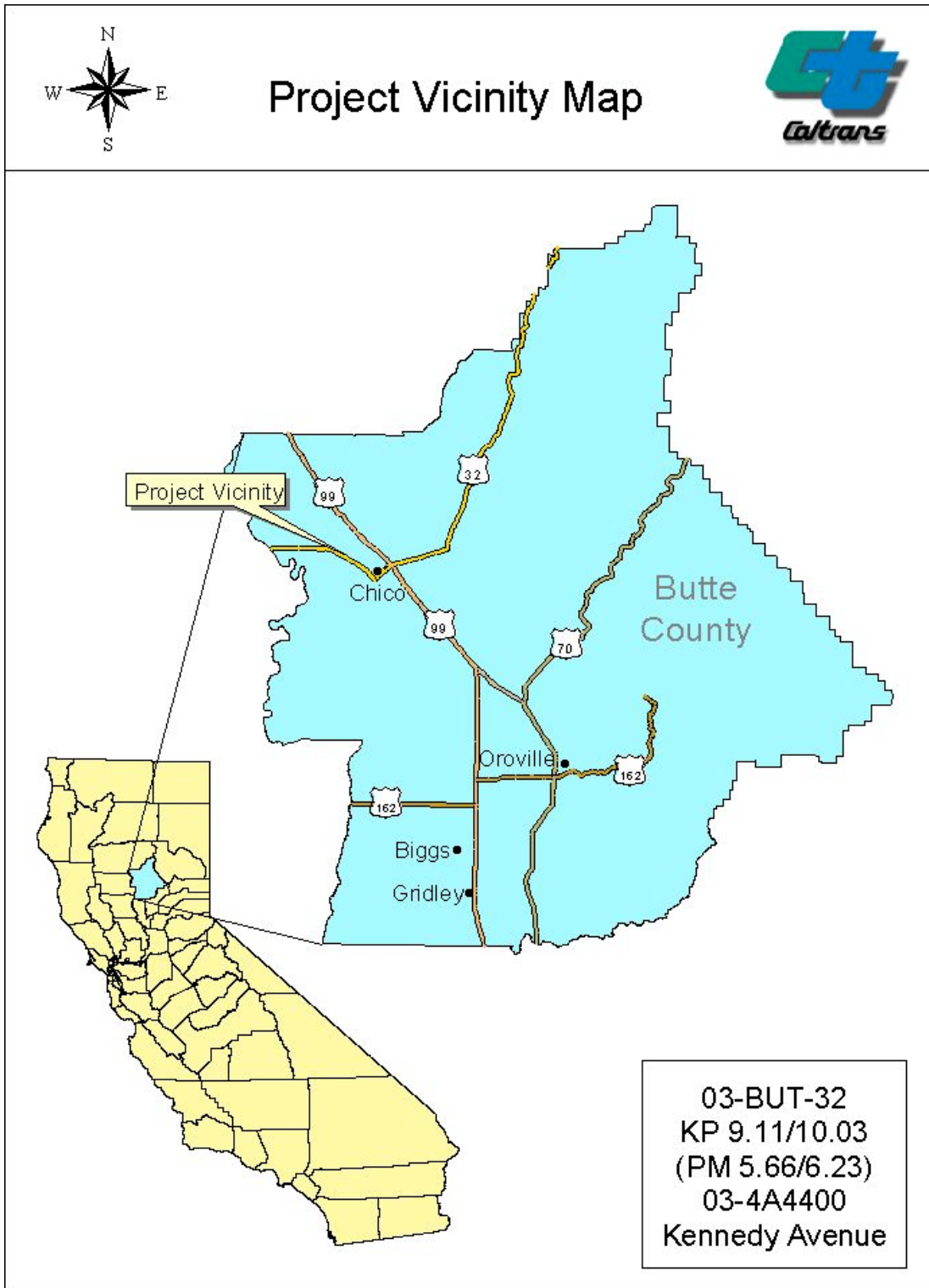
### Alternative 4 - "No-Build"

Under CEQA, environmental review must consider the effects of not implementing the proposed project. Under the no-build alternative the existing roadway configuration would remain in place. Although this alternative would not result in any environmental impacts, it would not achieve the basic purpose and need of the the proposed project, which is to improve safety.

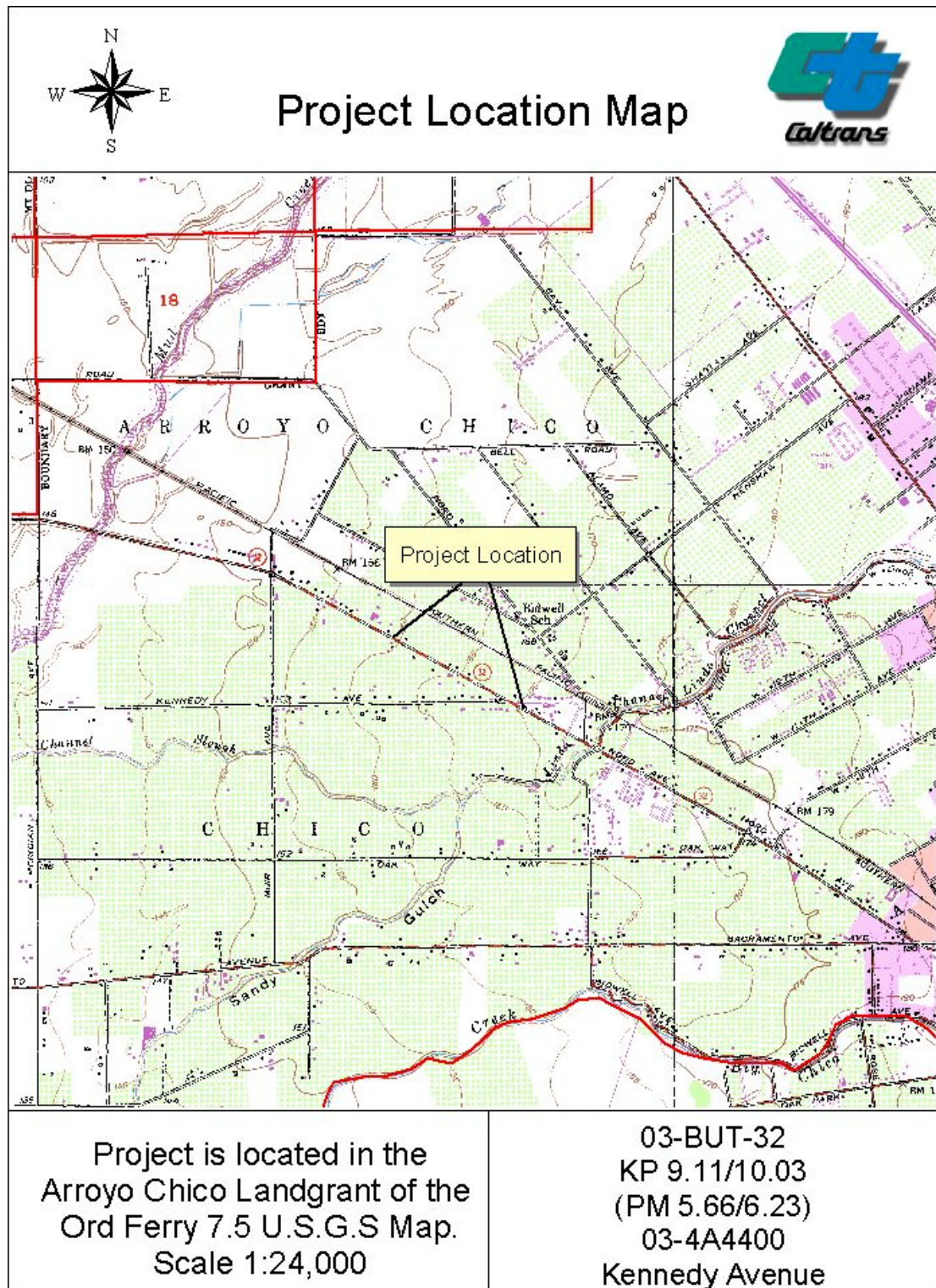
## **1.4 Permits and Approvals Needed**

This project will require a National Pollutant Discharge Elimination System (NPDES) General Permit. No other permits are needed. Concurrence that no historic properties will be affected by the proposed project has been obtained from the State Historic Preservation Officer (SHPO) and the Federal Highway Administration (FHWA). A *Categorical Exclusion* will be prepared pursuant to the National Environmental Policy Act.

Figure 1 Project Vicinity Map



**Figure 2 Project Location Map**





## **Chapter 2**      Environmental Impacts

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### **2.1 Human Environment**

#### **2.1.1 Land Use and Growth**

The project area consists of commercial businesses and residences. One residence within the project area will need to be removed. Once the project is complete, the State will maintain a minimum of 13.7-m (45 ft) of Right-of-Way and will deed the remainder of the property back to Butte County. The impacts to current land use are less than significant. There will be no impacts to the coastal zone, wild and scenic rivers or parks and recreation. This is a safety improvement project and no growth inducing impacts are anticipated.

#### **2.1.2 Farmlands/Agricultural Lands**

There is farmland within the project area; however, the proposed project will not convert any farmland to non-agricultural use.

#### **2.1.3 Community Impacts**

This project requires the removal of one residence within the project area. While the removal of a home may affect individuals' social ties, the loss of a single home would not transform this neighborhood's physical appearance or introduce new, incompatible land uses. Impacts to community character are considered less than significant. Several alternatives were considered during project development (as discussed in Section 1.3). However, the project development team determined that the proposed project as designed provided the greatest benefit for improving the safety of the area with the least amount of impacts to businesses and residences.

The Caltrans Right of Way department will coordinate with the owner of the property that needs to be acquired. Caltrans will appraise and pay fair market value for the property. Caltrans will also pay for the preparation of all documents, all title and escrow fees, a policy of title insurance, recording fees and such other fees as may be required for the conveyance of real property from the property owner to the State. There are no real estate commissions involved, and the Department will not recognize or pay any such real estate commission. Additionally, the property owner may be eligible for relocation payments and benefits associated with moving.



During construction, access to businesses and residences may be limited for short intermittent periods of time while portions of the shoulder are rebuilt, driveways are reconfigured and during repavement. It is anticipated that lane and shoulder closures will be allowed during weekdays but may be restricted during peak commute hours and on the weekend. It is recommended that one-way traffic control using flaggers be used. Construction should last approximately 2-3 months.

#### **2.1.4 Utilities/Emergency Services**

The proposed project includes the relocation of some existing utility poles. The exact location of the utility pole relocation is not known at this time, however it is anticipated that the poles will need to move approximately 2-5 ft away from the highway. Relocating utilities may require the removal and or trimming of trees and vegetation, and relocation of property fences to provide clearance for the power lines. Impacts due to utility relocation are considered less than significant.

#### **2.1.5 Visual/Aesthetics**

Viewers of this project will be the users of SR 32, business patrons and employees and residents in the area. There are several large mature trees on this section of SR 32. The trees serve as a buffer between the businesses and residences and the highway. SR 32 is not a Scenic Route, however the trees enhance the visual quality of the area. Construction of this project will require the removal of trees and vegetation to accommodate the realignment of Kennedy Avenue and will have a moderate visual impact. It is recommended that the trees removed for this project be replanted in the area near the Kennedy Avenue realignment, if possible.

#### **2.1.6 Cultural Resources**

A Historic Property Survey Report (HPSR) was prepared by Caltrans in order to comply with Section 106 of the National Historic Preservation Act. The HPSR summarizes studies conducted in the Historic Architectural Survey Report (HASR) and the Negative Archaeological Survey Report (ASR). The properties located within the project's Area of Potential Effects (APE) were evaluated for historical significance. Seven structures were built prior to 1957 and were evaluated by a qualified architectural historian, with the determination that none of the properties appear eligible for the National Register of Historic Places (NRHP). No archaeological sites were identified within the APE. The Federal Highway Administration and the State Historic Preservation Officer concurred with Caltrans

determination that no historic properties will be affected by the proposed project. There are no impacts to cultural resources expected.

#### **2.1.6.1 Avoidance and Minimization Measures**

In the event that buried archeological materials are encountered during construction, it is Caltrans' policy that work temporarily cease in the area of the find until a qualified archaeologist can evaluate the nature and significance of the materials and consult with the State Historic Preservation Office (SHPO) about disposition of the materials (*Environmental Handbook*, Vol.2, Chapter1). If human remains are discovered or recognized during construction, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent remains, until the appropriate county coroner has determined that the remains are not subject to provisions of Section 27491 of the Government Code. If the coroner determines the remains to be Native American, he shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will appoint a Most Likely Descendent for disposition of the remains (Health and Safety Code Sect. 7050.5, Public Resources Code Sect. 5097.24).

## **2.2 Physical Environment**

### **2.2.1 Hydrology and Floodplain**

In order to determine impacts to floodplains, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 06007C0485 (June 8, 1998) was reviewed. The map indicated that this project area is within an area "determined to be outside the 500-year floodplain." This project will have no impacts to floodplains.

### **2.2.2 Water Quality and Storm Water Run-off**

During construction there is the possibility that water quality will be impacted. Impacts to water quality will be less than significant.

#### **2.2.2.1 Avoidance and Minimization Measures**

The contractor shall implement storm water controls as specified in Section 7-1.01 G of the Caltrans Standard Specifications Handbook. Furthermore, the contractor must prepare a Water Pollution Control Program (WPCP). The WPCP must identify Best Management Practices (BMPs) that shall be implemented during construction to minimize or reduce the potential for pollutant storm-water and non storm-water

discharges. The BMPs identified and subsequently implemented shall comply with the requirements in the Caltrans Construction Site Best Management Practices manual. If the project will disturb 1 acre or more of soil, or if Caltrans determines that the project poses a significant water quality risk, then the contractor must prepare a Storm Water Pollution Prevention Plan (SWPPP).

### **2.2.3 Hazardous Waste/Materials**

An Initial Site Assessment (ISA) was prepared to determine if hazardous waste exists within the project area. The ISA found that the potential for hazardous waste exists with respect to the following:

- Lead-contaminated soil may exist within Caltrans' right of way. The areas of primary concern are soils along routes with historically high vehicle emissions due to large traffic volumes, congestion or stop and go situations. Most Aerially Deposited Lead (ADL) due to vehicle emissions was deposited prior to 1986 when nearly all lead was removed from gasoline in California. A Preliminary Site Investigation (PSI) will need to be performed to determine the level of ADL. Depending on test results, disturbed soil on the project may have to be managed as hazardous waste. If found to be hazardous, Special Provisions will be included in the contract for handling ADL.
- Yellow traffic markings potentially contain hazardous levels of lead chromate. If any yellow traffic markings are going to be removed separate from the adjacent pavement, the levels of lead and chromium need to be determined. Special Provisions will be included in the contract for handling the yellow traffic markings if appropriate.
- Hydrocarbon contaminated soils may be encountered during the installation of the utility poles. The soil at each pole location must be sampled to determine if contamination exists.
- The property that will be acquired needs to be tested for asbestos, lead paint and potential soil/groundwater contamination.

Impacts due to hazardous waste will be less than significant.

### **2.2.3.1 Avoidance and Minimization Measures**

During construction, Special Provisions will be included in the contract and Caltrans Best Management Practices will be followed to avoid any possible impacts from hazardous waste.

### **2.2.4 Air Quality**

This project is located in an attainment area for all Federal criteria air pollutants and is therefore exempt from a regional conformity analysis. A local carbon monoxide analysis is required for projects that are likely to worsen air quality. This project passes the criteria outlined in the “Transportation Project-Level Carbon Monoxide Protocol” and no further analysis is required. This project will not have any permanent air quality impacts.

Construction of the project will result in the generation of suspended particulate matter. Impacts from dust will be temporary, local, and limited to the areas of construction.

Butte County is known to contain ultramafic rock, which contains serpentine. Serpentine contains asbestos and can release asbestos into the air if the rock is highly disturbed. Ultramafic rock in Butte County is located primarily in the foothill area. The project area does not disturb any areas known to contain ultramafic rock. It is not anticipated that this project will release any asbestos into the air.

#### **2.2.4.1 Avoidance and Minimization Measures**

To minimize the impacts from construction and because the project is in a state PM<sub>10</sub> (particulate matter) non-attainment area, dust control practices must be incorporated into the project. The dust control practices must comply with the current Caltrans Standard Specifications and Butte County Air Quality Management District Rule 207-Fugitive Dust Emissions.

The property that will be acquired will need to be tested for asbestos and will be addressed in the Preliminary Site Investigation as discussed in Hazardous Waste, Section 2.2.3. If asbestos is found, the Butte County Air Quality Management District Rule 1000 must be adhered to when handling this material.

### **2.2.5 Noise**

Federal guidelines define traffic noise impacts as “impacts which occur when the predicted traffic noise levels approach or exceed the existing noise levels.” The

Caltrans Highway Design Manual, Chapter 1100 (Caltrans 1990) adopts the Federal noise abatement criteria. Caltrans currently uses a Leq of 66 decibels (dBA) as the threshold of identifying significant impacts.

Sound level measurements and traffic counts were conducted on November 14, 2002 at one site within the project area. The site was chosen because of its close proximity to an existing residential dwelling. The purpose of the measurement was to determine the existing ambient noise level. The existing noise levels of 70.8 dBA already exceed the Federal criteria. The project will increase noise levels by 1 to 2 dBA. An increase of less than 3dBA is not perceptible to the human ear and is not considered significant. Projected future noise levels for the built project were the same for those if the project is not constructed.

Noise barriers, such as sound walls were evaluated and were not considered to be feasible. A noise barrier is considered feasible if it can achieve a noise reduction of 5 dBA. The right of way does not include access control and driveways must be maintained and a 5dBA noise reduction could not be obtained. Therefore, construction of a soundwall is not an effective noise barrier.

#### **2.2.5.1 Avoidance and Minimization Measures**

Construction noise from the contractor equipment is unavoidable. However, this is a temporary noise source regulated by Caltrans Standard Specifications, Section 7-1.01 I, which is included as part of the contract. The contractor is required to comply with all local sound control and noise level rules, regulations, and ordinances.

### **2.3 Biological Environment**

#### **2.3.1 Wetlands and Other Waters of the United States**

No wetlands or waters of the US will be impacted by this project.

#### **2.3.2 Vegetation**

Vegetation located directly within the project area includes ruderal grasses and several tree species. Upon completion of construction, exposed soil within the right of way should be revegetated if possible. This should consist of native flora, where applicable, under the discretion of the Landscape Architect.

### **2.3.3 Wildlife**

Due to the associated traffic of SR 32 and the close proximity of commercial businesses, the project area is highly disturbed and supports little wildlife. Field surveys confirmed the lack of wildlife presence. There will be no impacts to wildlife resources. Measures will be followed to protect migratory birds.

#### **2.3.3.1 Avoidance and Minimization Measures**

Removal of all trees will occur between September 16<sup>th</sup> and March 14<sup>th</sup> to comply with the Migratory Bird Treaty Act (MBTA) and Fish and Game Codes 3503 and 3503.5.

### **2.3.4 Threatened and Endangered Species**

The California Natural Diversity DataBase (CNDDB) and the US Fish and Wildlife Service Special Status Species List were reviewed to determine the potential for threatened and endangered species to be present within the project area. A field review was conducted by a Caltrans biologist on May 10, 2002. The field review found that no listed, endangered, or threatened species or critical habitat exists within the project area. No impacts will occur to these biological resources.

## **2.4 Cumulative Impacts**

Cumulative impacts are those that are produced by the aggregation of individual impacts resulting from a single project or from two or more projects in conjunction. Caltrans has proposed a similar project on SR 32 near Muir Avenue (EA 4A4500). The Muir Avenue project is planned for construction in summer 2003 and includes the construction of a two-way left turn lane. The Muir project will require minor widening, utility relocation and vegetation removal. An additional project (EA 1C370) is proposed southeast of project area. The project proposes to install left turn channelization for West Lindo Avenue. This project has not yet been evaluated for environmental impacts. However, it is not anticipated that there will be any impacts from this project and no cumulative impacts from the three projects are expected.

## **Chapter 3**      Public Review and Comments

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This Initial Study will be made available to the public for 30 days, during which time comments may be made. Following the 30-day circulation period, comments will be addressed in this section of the document.

## **Appendix A** CEQA Environmental Checklist

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The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The CEQA impact levels include potentially significant impact, less than significant impact with mitigation, less than significant impact, and no impact. Please refer to the following for detailed discussions regarding impacts:

CEQA:

- Guidance: Title 14, Chapter 3, California Code of Regulations, Sections 15000 et seq. ([http://www.ceres.ca.gov/topic/env\\_law/ceqa/guidelines/](http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/))
- Statutes: Division 13, California Public Resource Code, Sections 21000-21178.1 ([http://www.ceres.ca.gov/topic/env\\_law/ceqa/stat/](http://www.ceres.ca.gov/topic/env_law/ceqa/stat/))

CEQA requires that environmental documents determine significant or potentially significant impacts. In many cases, background studies performed in connection with the project indicate no impacts. A “no impact” reflects this determination. Any needed discussion is included in this Initial Study.



CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

**AESTHETICS** - Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**AGRICULTURE RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

#### **BIOLOGICAL RESOURCES** - Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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#### **COMMUNITY RESOURCES** - Would the project:

a) Cause disruption of orderly planned development?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

b) Be inconsistent with a Coastal Zone Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Affect life-styles, or neighborhood character or stability?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Affect minority, low-income, elderly, disabled, transit-dependent, or other specific interest group?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Affect employment, industry, or commerce, or require the displacement of businesses or farms?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Affect property values or the local tax base?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Affect any community facilities (including medical, educational, scientific, or religious institutions, ceremonial sites or sacred shrines)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in alterations to waterborne, rail, or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Support large commercial or residential development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Affect wild or scenic rivers or natural landmarks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l) Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**CULTURAL RESOURCES** - Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**GEOLOGY AND SOILS** - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### HAZARDS AND HAZARDOUS MATERIALS -

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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#### **HYDROLOGY AND WATER QUALITY** - Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**LAND USE AND PLANNING** - Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable habitat conservation plan or natural community conservation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**MINERAL RESOURCES** - Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**NOISE** - Would the project result in:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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#### POPULATION AND HOUSING - Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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#### PUBLIC SERVICES -

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

## RECREATION -

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## TRANSPORTATION/TRAFFIC - Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Result in inadequate parking capacity?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## UTILITIES AND SERVICE SYSTEMS - Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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#### MANDATORY FINDINGS OF SIGNIFICANCE -

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## **Appendix B**     List of Preparers and Technical Studies

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Jennifer Clark	Associate Environmental Planner, Coordinator
Cher Daniels	Senior Environmental Planner, Environmental Management
Krishnan Nelson	Associate Environmental Planner, Biology
Daryl Noble	Associate Environmental Planner, Archaeology
Andrea Galvin	Associate Environmental Planner, Architectural History
Rajive Chadha	Environmental Engineer, Hazardous Waste
Lynn Speckert	Associate Environmental Planner, Air and Noise
Brandon Weston	Associate Landscape Architect
Ed Yarbrough	Design Engineer
Robert Peterson	Design Senior
Winder Bajwa	Project Manager

The following technical reports were prepared to assist in making the environmental evaluation for this project:

Air and Noise Report  
Natural Environment Study  
Floodplain Analysis  
Farmland Analysis  
Hydraulic Assessment  
Historical Property Survey Report  
Hazardous Waste Initial Site Assessment  
Visual Impact Assessment

These studies are available for review at Caltrans North Region, Office of Environmental Management, 2389 Gateway Oaks Drive, 1<sup>st</sup> Floor, Sacramento, CA 95833.



